sealift

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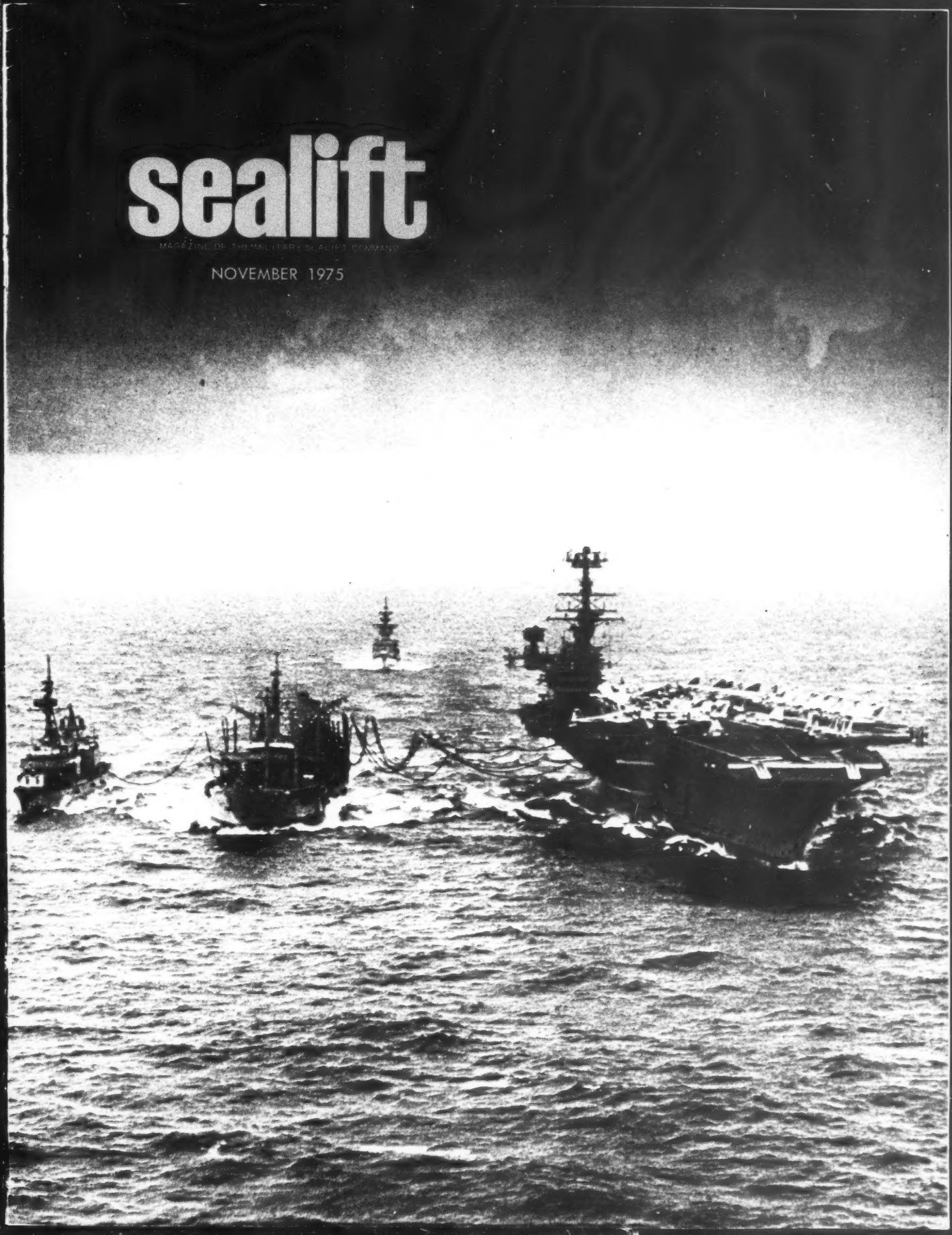
NOVEMBER 1975



Avoid Tunnel Vision

If any language can be labeled "dynamic," the English language can. English — or perhaps I should say "American"—is constantly changing. New words are being coined and old ones take on additional meanings. New terms also are added to our vocabularies by educators and psychologists, by industry and government, by teenagers and senior citizens.

One such relatively new term is "tunnel vision." According to the Wall Street Journal, "tunnel vision" prevents people from seeing beyond their own special problems and may result in a "narrow, one-sided, inflexible view."

The department manager who suffers from "tunnel vision" is not sensitive to the views of people in other departments. The worker on the job suffers from "tunnel vision" when he limits his labors only to those tasks specifically assigned him.

A typical example might be the ship's crewman who ignores an oil spill or a misplaced bucket because he feels cleaning up such safety hazards is the wiper's job. He might well suffer a more painful consequence than "tunnel vision" if he is the one who slips and falls into dangerous machinery. He could lose a leg, an arm, or even his life.

Rigid attitudes on the part of higher level managers also can have grave consequences. Most managers get their start, whatever their specialty, at the bottom of the ladder. They work their way up as they acquire greater knowledge and develop broader skills. Unfortunately, some tend to think their functions are all-important and mistake their corner of the ship or office for the entire ship or building.

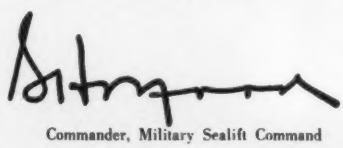
People who feel that way are not cooperative. While they may well be loyal, sincere and enthusiastic in their approach to their job, they do not prove themselves to be good team players. They are focusing on narrow objectives, ones to which they personally assign major importance, rather than the overall goal of the work team.

While these are generalizations, they apply to every phase of MSC activity. One of the best examples of flexibility, as contrasted to "tunnel vision," is an MSC special project ship. Crewmen frequently perform tasks outside their own special skill areas, and all members of the team aboard these ships — technician, scientists and ship's crew—work together to get the job done.

MSC crews on cargo ships often exert extra effort to insure that cargo is delivered when ashore support is lacking. Other examples can be seen on MSC fleet support ships where military and Civil Service crews work together to get the job done. Tanker and tug crews provide additional examples.

As MSC increases its fleet support mission, as we strive to reap maximum benefit from each transportation dollar required for special project ship missions, as we attempt to develop the type and degree of responsive sealift capability needed in a future emergency, we in MSC must make certain that "tunnel vision" does not limit our performance.

There are means of forestalling the disease, of preventing "tunnel vision." These means involve several elements—flexibility, imagination, innovation, hard work and dedication. The ingredients are not in short supply. They are available to everyone. They can be generated by the individual, and used by him. And when they are, everyone benefits.



Commander, Military Sealift Command

Vol. XXV No. 11 Washington, D.C. November 1975

COVER: USNS Waccamaw pumps fuel to carrier USS Independence and destroyer Richard E. Kraus during crew training in Atlantic off Jacksonville. Waccamaw began Sixth Fleet support operations in the Mediterranean early this month. See page 7.

Photo by PH2 Gregory Toon

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MSC expands this vital mission and tests new equipment.

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Russian merchant seapower is growing.

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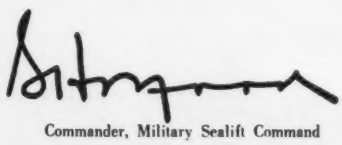

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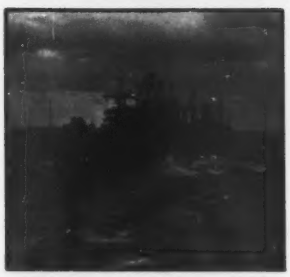

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Tankers For The Seventies

By Cynthia J. Brodnax

It has taken dozens of cartons of documents, thousands of man-hours, nine bottles of champagne, and $180 million of private capital, but by August 29 of this year, Military Sealift Command had nine new 25,000-deadweight-ton tankers under charter for controlled fleet operations.

USNS Sealift Indian Ocean was the last of the nine tankers procured under a build and charter program to be delivered. First was USNS Sealift Pacific, which joined the MSC controlled fleet more than a year ago.

USNS Sealift Antarctic, Arctic, Atlantic, Arabian Sea, Caribbean, China Sea, Indian Ocean, Mediterranean and Pacific each can carry up to 220,000 barrels of petroleum products.

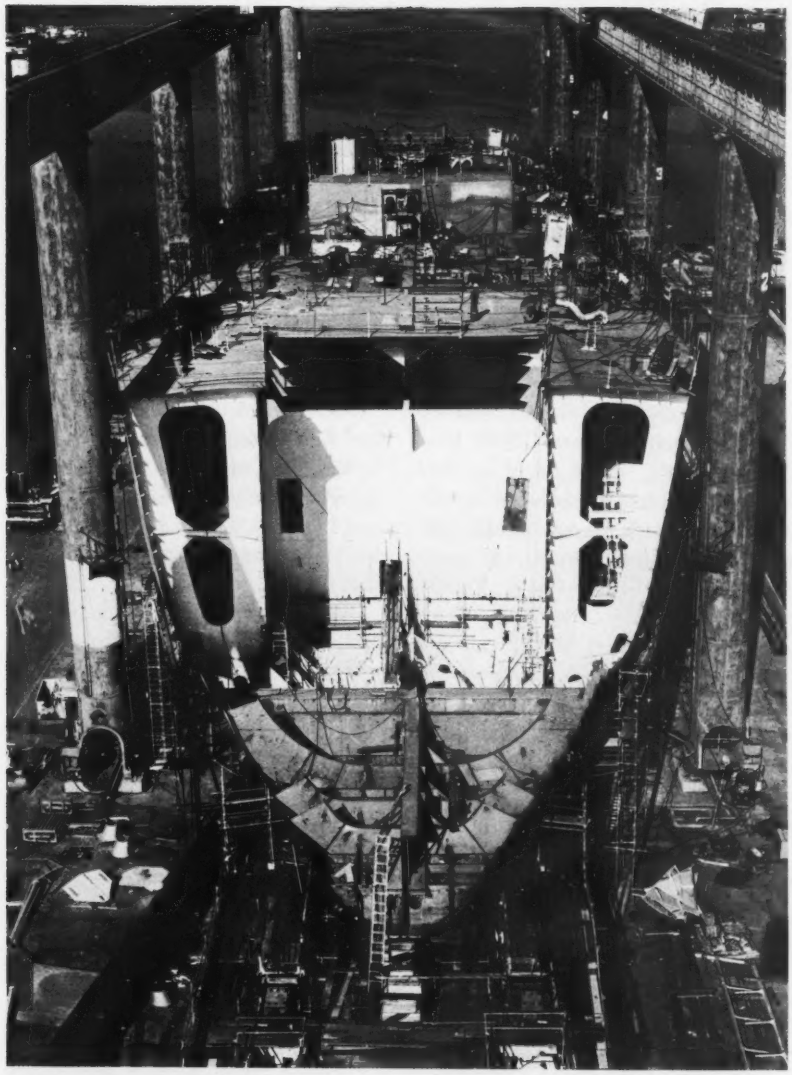
The new family of tankers was designed to replace 16 older, smaller T-2 class tankers. Sealift tankers are 63½ feet longer than the World War II T-2s and can carry 66,000 more barrels of petroleum products. The new tankers draw four more feet of water than their predecessors, all of which have been put in the National Defense Reserve Fleet or scrapped.

Owned by 14 banks, the tankers were constructed for long-term lease to MSC. The vessels are bareboat chartered to MSC for a base period of five years with three five-year renewal options.

USNS Sealift Antarctic, Atlantic, Arctic, Caribbean and Mediterranean were built by Bath Iron Works in Bath, Maine. USNS Sealift Arabian Sea, China Sea, Indian Ocean and Pacific were built at Todd Shipyards in San Pedro, Calif.

The vessels' medium speed diesel

engines were manufactured by two different companies as well. The tankers built at Bath have 16-cylinder diesels provided by Delaval Enterprises, while Todd constructed ships carry 14-cylinder Colt-Pielstick diesel engines.



USNS Sealift China Sea nears completion at Todd Shipyards, San Pedro, Calif.

A Moran tug guides Sealift Pacific into a Brooklyn berth at entrance to the East River.

The nine new Sealift tankers are 587 feet long, with a 32½-foot draft. The tankers will deliver refined petroleum, oil and lubricants to military terminals at worldwide ports, many of which do not have adequate water depth to accommodate the larger carriers available in the merchant marine inventory. Commercial tankers now being built, especially crude carriers, tend to be even bigger than those already operating.

Out of the more than 115 terminals in 107 ports where MSC tankers discharge their cargo, only eight can economically handle tankers of 35,000 deadweight tons or larger. In addition to water depth, limiting factors are port size, storage facilities and consumption rate by the military forces MSC serves.

Cost was a primary factor in choosing diesel rather than steam engines for the new tankers. Diesel engines are both less expensive to purchase and less expensive to operate. Diesel fuel is more costly but engine fuel consumption and total cost are lower. A Sealift tanker equipped with a steam engine would burn approximately 500 barrels of oil a day, traveling at 16 knots. A diesel engine in the same ship at the same speed burns about two-thirds as much fuel.

Because the tankers use less fuel per mile with diesel engines, they have room for more cargo. A final advantage of diesels is that they are easier to automate than steam engines since they have fewer operating points to monitor.

The total capitalized cost of the Sealift tankers built at Bath and Todd was $19,733,333 and $20,333,333 respectively.

Controlled by MSC, the nine Sealift tankers are operated by Marine Transport Lines, Inc. under an MSC contract and manned by union crews of 26 men. Each ship also has accommodations for two cadets and five additional persons. Deck officers belong to the Masters, Mates and Pilots union; engineers to Marine Engineers Beneficial Assn.; radio officers to Radio Officers Union, and unlicensed seamen to National Maritime Union.

Engineers aboard all nine tankers received special training in the operation of diesel engines before taking over their new jobs. Colt-Pielstick Engines in Beloit, Wisc. trained the engineers who were to sail on the ships built at Todd Shipyards, while those who would serve on Bath built ships trained at Delaval Enterprises School in Oakland, Calif. Since the nine tankers came to MSC over a year's time, other engineers were able

Balloons head skyward and a shipyard worker waves as Sealift Arabian Sea slides down ways at Todd.

to train under way aboard Sealift tankers already operating.

Ship automation training also was given the engineers at the shipyards.

Although the eldest of the Sealift family is 15 months old and the youngest only three months, as a group the nine have logged an impressive number of deliveries of Department of Defense petroleum products. Jet fuels, marine diesel fuel, aviation gas, motor gas and Navy distillate fuel are carried to U.S. installations worldwide by the Sealift tankers which display the MSC insignia and stripes on their stacks.

Individually, the Sealift tankers have had busy schedules. USNS Sealift Antarctic, delivered Aug. 11, 1975, already has traversed the Arctic Ocean, the North Atlantic Ocean, and the Gulf of Mexico under the command of Capt. George Demes. Robert Murphy is the chief engineer.

Master of Sealift Arabian Sea, Fred Lane, has taken his vessel to ports in the Mediterranean Sea, the Persian Gulf and Gulf of Mexico since the ship was delivered on Feb. 6, 1975. Chief engineer is Robert Callaway.

Since her delivery on May 30, 1975 Sealift Arctic has loaded or delivered petroleum products in the North Pacific and North Atlantic, the Gulf of Mexico and the South China Sea. Master is Ashley N. Gordon and chief engineer is Robert E. Blaney.

Sealift Atlantic, delivered on Aug. 26, 1974, has sailed the North Atlantic, the Pacific Ocean, the Mediterranean and Caribbean Seas. Francis V. Beechinor is master of Atlantic and Christopher Muller is chief engineer.

Richard A. Travers has commanded Sealift Caribbean during her operations in the East and North Atlantic and the Gulf of Mexico. The ship was delivered Feb. 10, 1975. Chief Engineer is James Harner.

Deliveries by Sealift China Sea have been concentrated in the Atlantic Ocean area since her delivery on June 18, 1975. The vessel is commanded by Richmond A. Frye. George Thompson is chief engineer.

Sealift Indian Ocean, newest of the tankers, has sailed in the Pacific Ocean and is commanded by Elmer Quick. Chief engineer is Edward Foris.

Since Nov. 12, 1974 Sealift Mediterranean has operated in the North Atlantic and Pacific, the Mediterranean Sea and the Persian Gulf under the command of Antonio Delgado. Chief engineer is Phillip Baker.

On Oct. 13, 1973 Sealift Pacific was first to be launched. Mrs. Arthur I. Mendolia, wife of former Assistant Secretary of Defense for Installations and Logistics, smashed the traditional bottle of champagne over the new ship's bow.

With Robert H. Pelham as master and George W. Shaw chief engineer of Sealift Pacific, the vessel has sailed both in the North Pacific and North Atlantic.

Because of Defense efforts to conserve petroleum products, and because of the end of U.S. involvement in Vietnam, petroleum lift requirements of Department of Defense have decreased in recent years. In fiscal year 1968, at the height of the Vietnam War, MSC tankers delivered more than 28 million long tons. In fiscal year 1975, only 11.4 million long tons were delivered by MSC tankers.

This has enabled MSC to lay up most of its World War II government owned tankers and to rely primarily upon the privately owned Sealift tankers available under long-term leases, and other commercial ships under long-term charter. Result is a more modern tanker fleet better able to meet the military's peacetime and initial contingency needs. ⚓

Fleet Support At Flank Speed

USS Mississinewa, one of the Navy's biggest and newest fleet oilers, will be transferred to Military Sealift Command in February. This will bring the number of former Navy oilers in the command's fleet support inventory to eight.

Designed specifically as a fleet support ship, Mississinewa will be the first of six Neosho class oilers to be turned over to MSC for civilian manning and operation during the next five years. All will continue to provide replenishment support for Navy fleet ships.

Commissioned during the mid-1950s, the Neosho oilers each has a cargo capacity of approximately 180,000 barrels of liquid fuels and operates at 20 knots. All are named after American rivers having Indian names.

As the Neosho class oilers join the MSC nucleus fleet they will replace older and smaller 18-knot fleet support oilers such as the 32-year-old USNS Marias and 31-year-old Taluga. Both Marias and Taluga were built during World War II as Navy T-3 oilers. Each has a cargo capacity of 145,000 barrels.

Other MSC fleet support oilers, Mispillion, Navasota, Passumpsic, Pawcatuck and Waccamaw, were commissioned as Navy oilers in 1946. In the mid-1960s enlarged mid-sections were added to increase cargo capacity to approximately 150,000 barrels.

By the end of fiscal year 1976 which ends next June, 19 fleet support vessels will be manned by Civil Service mariners. These ships operate worldwide and in addition to the 8 oilers include a fleet stores ship, 4 ocean-going tugs, 4 fleet ballistic mis-

Among the largest and newest fleet oilers, USS Mississinewa will be transferred to MSC in February.

Almost dwarfed by the carrier Independence, USNS Marias pumps fuel to the 1,047-foot carrier. Marias is 553 feet long overall.

sile (FBM) resupply ships and 2 cable vessels.

Although the cable ships are under the administrative control of the MSC special projects division, they are involved in Charger Log operations under which civilian manned ships support Navy combatant units. Charger Log got under way in February 1972 when the MSC chartered tanker SS Erna Elizabeth refueled units of the U.S. Atlantic Fleet and ships of North Atlantic Treaty Organization nations.

The missile resupply ships are former Victory ships built during World War II and converted to serve as supply tenders for FBM submarines. These ships also were under the administrative control of special projects. They were, however, transferred to the fleet suport division last July 1.

Of the last four fleet vessels turned over to MSC during the past year three are in drydock for overhaul work and modifications for civilian crewing. The stores ship Rigel was acquired in June and will come out of drydock in December.

Rigel and Pawcatuck will begin fleet support operations in the Mediterranean in March and in April Navasota will deploy to the Eastern Pacific, operating initially along the West Coast.

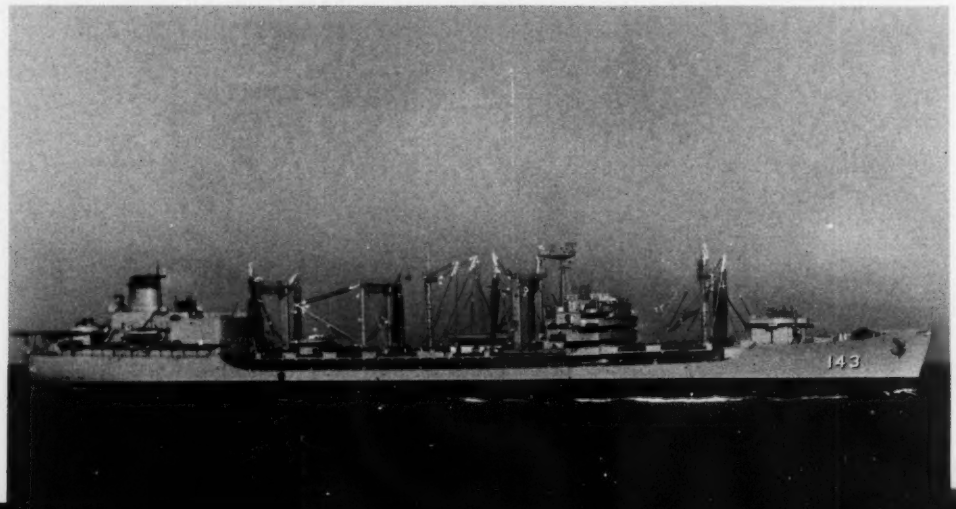
Overhaul work and modifications were completed on the oiler USNS Waccamaw in August. After training operations in the Atlantic, including under way replenishment of the carriers USS Independence and Saratoga, she began operations in the Mediterranean in early November supporting the Sixth Fleet.

MSC oilers require 105 to 108 civilian mariners and the stores ship Rigel has a crew of 97. Cable ships Aeolus and Neptune carry crews of 90 and 64 respectively and each of the four ocean-going tugs has a 27-man civilian crew.

The additional fleet support ships will provide jobs for Civil Service mariners and help to offset those lost due to the lay up of MSC cargo ships following the end of the war in South Vietnam.

Navy hopes to replace the older tugs and cable layers MSC operates in the near future. Assuming Congress passes Defense suggested legislation which would provide for Congressional review of all build and charter procurement actions, Navy hopes to secure two new cable layers which would be built by private investors for long-term lease to MSC. Tentative plans call for procurement action in fiscal year 1977.

A $30.5 million contract for construction of four ocean-going tugs was awarded September 12 to Marinette Marine Corp. of Marinette, Wisc. These tugs are being secured with Navy appropriated funds. The origi-



USS Neosho was the first of her class of Navy ships designed specifically as oilers. She will be among six to be transferred to MSC over the next five years.

nal schedule was to have the first tug completed in August 1977, the second in February 1978, the third in May 1978 and the fourth the following July. However, that was based on awarding the contract last February. A new schedule had not been announced at press time.

Ultimately, Navy plans to secure nine new ocean-going tugs to support the fleet. Invitations for bids on the remaining five will go out next February.

The MSC fleet support program came out of a study completed in late 1970 by the Center for Naval Analysis in conjunction with the Chief of Naval Operations and Maritime Administration. The study concluded that by better utilization of merchant marine and MSC assets, more than $400 million could be saved in Navy funds.

Further studies showed that operating costs could be reduced significantly by Civil Service manning, and the fleet support program, nicknamed Charger Log, began in 1972.

MSC fleet support coordinator Capt. Richard J. Dietz said MSC has the capability to operate more and other types of fleet support ships.

"Ships secured under the build and charter concept could replace aging mobile logistic support force ships while simultaneously conserving Navy ship construction funds for combatant ships," he said.

Actually build and charter is not a new concept. MSC has been actively involved in charter of ships for 26 years, among them 28 tankers and the roll-on, roll-off vessel Admiral William Callaghan. All were built for lease to MSC by their owners. At the present time MSC operates 14 tankers which are bareboat chartered from private owners. Four are Civil Service manned and the remaining 10 are operated by contractors for MSC, and maned with civilian seamen. Traditionally, MSC has sought newly constructed ships for long-term charter only when types of vessels needed were not available in the merchant marine inventory, and when continuing requirements existed for their services. ⚓

Testing and towing

In a double purpose voyage which began last April, the crew of the MSC-operated fleet tug USNS Atakapa tested recently-developed towlines and fittings while delivering a previously mothballed Navy vessel from Philadelphia to Florida.

Objective of the test was to determine effectiveness of new shock absorbers combining nylon and wire rope. The shock absorbers may be used on new T-ATF-166 class ocean-going Navy tugs, some of which will be operated by MSC. Wire rope without shock absorbers now is used in towing operations.

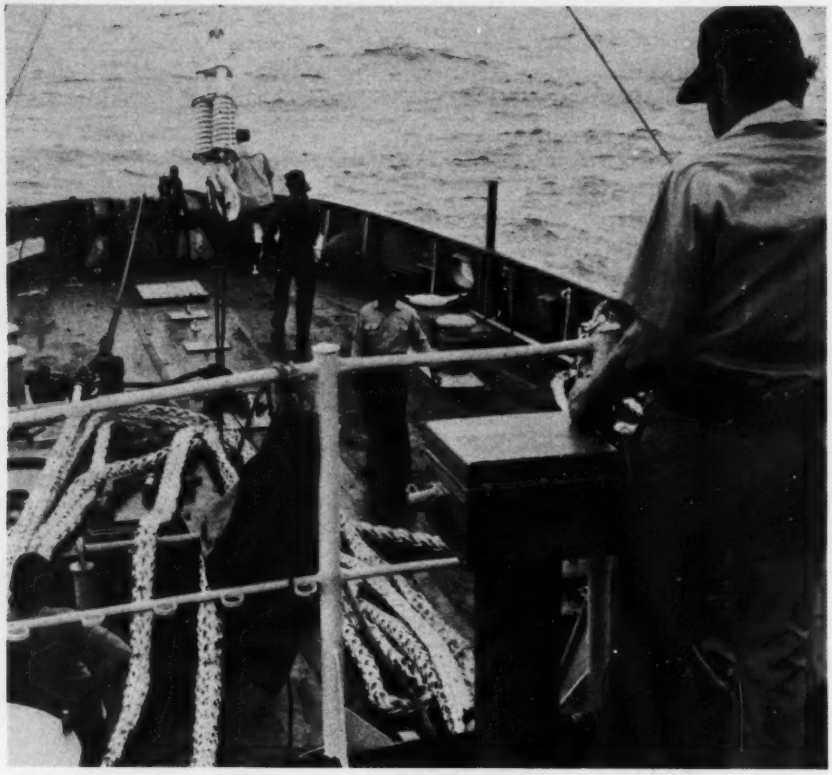
Atakapa's traveling companion, mothballed since the end of World War II, was a Navy gasoline oiler. Taken from wet storage in Philadelphia, she was cleaned, drained of oil, and readied for towing to Florida where she was to become part of a man-made reef in the Atlantic. Air Force jet fighter pilots and the crew of a Navy guided missile cruiser were to sink the veteran ship as part of routine weapons training.

Commanded by Capt. Henry A. Pouttu and manned by 32 Civil Service mariners, Atakapa also carried two Naval Ship Engineering Center engineers, Naval Sea Systems Command engineer Rick Buie and photographer Wilkie Nunn. Robert Jamieson and James Sandison, both from the engineering center, helped develop the nylon shock absorbers. Buie is project engineer for the new Navy tugs. All three were aboard Atakapa to monitor and evaluate test data.

Nunn, under contract to Naval Sea Systems Command, has produced a film of the tests.

Although various types of Navy

Atakapa tows Navy oiler by steel cable linked to a nylon shock absorber.



Second Officer Lawrence C. Donahue (right) watches crewmen lay out 300 feet of nylon line used in the tests.

Donahue (at motor), photographer Wilkie Nunn (center) and engineer James Sandison set off for the towed oiler aboard the Zodiac.

towing rigs have been tested many times before, data gathering and evaluation were seldom as extensive as in this test. A transducer on each ship measured changes in tension as the towing rigs were alternated and a strip recorder on Atakapa and another on board the towed oiler simultaneously recorded the measurements on rolls of paper. The amount of force absorbed in a given time by each towing arrangement was derived from the readings on the recorders.

Jamieson, Sandison, Buie and the Atakapa crew tested two new kinds of towline shock absorbers and a new titanium link. Both shock absorbers are somewhat like rubber bands. One is an eight-inch plaited nylon line run through titanium fittings at each end, then formed into an endless loop with lashings along the length of the lines to hold them together. The other is a 12-inch plaited single nylon line with a titanium fitting at each end.

That's all there is to the shock absorber—a looped or single length of elastic nylon line with titanium links at each end. Wire ropes are attached to the fittings at both ends of the loop.

According to Sandison and Jamieson, the nylon shock absorbers can withstand greater force than more rigid wire rope. The shock absorber works like a big rubber band. When a tow rides up a wave and the tug slides down another, a shock, or increased tension, is produced on the towline. The shock absorbers stretch and thus reduce the sudden build-up of tension.

The link which connects the nylon line to a wire rope is made of titanium. Each link weighs 100 pounds, half as much as a standard steel link. Several men are needed to move a bulky steel link on deck, but a single man can handle one made of titanium.

The Atakapa crew's part in the operation lasted five days, beginning April 29 when the tug and its tow left Philadelphia and headed down the Delaware River toward the ocean and Florida. They encountered ex-

tremely rough seas enroute.

Most testing was done on May 2 and 3 off the Florida coast. On May 2, Jamieson, Sandison, Buie, and Atakapa officers and crew worked until after midnight testing towing rigs. "All of us were excited about the tests," said Buie.

Lawrence C. Donahue, Atakapa second officer, was the last man to leave the oiler's deck that night. Riding in Atakapa's Zodiac, a rubber outboard craft identical to one used by oceanographer Jacques Cousteau, Donahue returned a generator and strip recorder from the tow. Guiding the Zodiac through complete darkness, Donahue reached Atakapa in 10 minutes.

At 6:30 a.m. on May 4, Atakapa crewmen cut the old oiler loose at the site of the man-made reef. Until 7:30 that evening, Air Force jet fighter pilots used the old ship for dive-bombing practice. USS Stanley gun crews also fired on the oiler, which did not sink until early evening.

The 9 oceangoing tugs to be fitted with the type of equipment tested by Atakapa's crew will be built to standard designs submitted by commercial shipbuilding companies. Planned overall length of the tugs is 225 feet, with a 42-foot beam and 15-foot draft.

Basic tasks of the new tugs will be salvaging and towing fleet ships. They also will be used in rescue and oil spill cleanup operations and in quenching fires on ships at sea.

Planned features include a flat deck to provide ample work area and to allow helicopter supply; a pilot house that affords maximum visibility; a pollution control system incorporating a waste collection, holding and transfer system; a 10-ton crane, and portable fire-extinguishing equipment.

Vice Adm. Robert C. Gooding, commander of the Naval Sea Systems Command, had high praise for Atakapa's role in the equipment tests. He said assistance provided by the crew, involving many rig changes under night and adverse sea conditions, "exemplified exceptional seamanship and contributed significantly to the success of these tests." CJB ⚓

USNS Atakapa at the Philadelphia Naval Shipyard.

Red Threat on the High Seas

By Rep. Lenor K. Sullivan

Soviet freighter Mtsenek navigates the Tonkin Gulf en route to the North Vietnamese port of Haiphong.

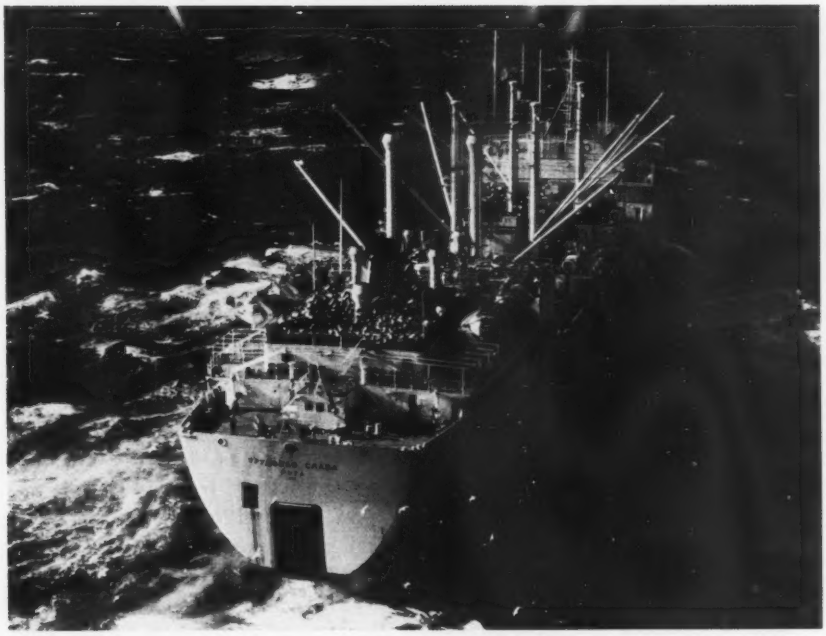
Recently I spent some time examining certain aspects of the important ports of Northern Europe and the shipyards in and near these ports. I got a good look at the major ports of Hamburg, Bremen, Bremerhaven, Kiel, Amsterdam and Rotterdam. In the week or so that I visited these various ports, I was chagrined to find between 15 and 20 new, modern vessels of the Soviet merchant fleet.

This did not surprise me too much as one might expect to find Russian-flag vessels in those ports because of their proximity to the Soviet Union. However, it was most distressing to find that number of Soviet merchant vessels, and no U.S.-flag vessels.

What was even more astonishing and disturbing was to find an equal number, somewhere between 15 and 20, Red Chinese merchant vessels in these ports. Again, this contrasted with the almost total absence of U.S.-flag vessels. In fact, the only U.S.-flag vessel in evidence after five or six days was in the port of Rotterdam, where we came across Sea-Land's Azalea City. This vessel is 40 years old and is used in the feeder service between Rotterdam and London.

This disquieting situation is symptomatic of the merchant marine imbalance in the major ports of the world. I am convinced that this vexing situation indicates a threat to our national security which must cause the United States grave concern. To allow this imbalance against the U.S.-flag on the high seas to fester and develop is dangerous, and it threatens to grow worse unless we can reverse this alarming trend.

Just as backup information with respect to the heavy presence of Communist-flag vessels as against the absence of U.S.-flag vessels, I would point out that Soviet merchant tonnage, represented by 2,352 ships, totalled approximately 17.5 million deadweight tons as of 1975. This compares to 582 ships and 14.5 million



Soviet factory ship Trudovaya Slava trawls off the Virginia coast, her decks packed. She is one of the mother ships of the Red fishing fleet.

deadweight tons in the privately-owned U.S. merchant fleet.

The Soviet Union is expanding its container fleet. The Far Eastern Steamship Co., one of 16 Soviet-owned shipping companies, increased its container capacity in the Pacific from none in 1970, to nearly 20,000 twenty-foot equivalents on six routes in 1974. Polish Ocean Lines increased its container capacity from none in 1970, to more than 10,000 twenty-foot equivalents in 1974, and the Baltic Steamship Line, another Soviet-owned ocean carrier, increased its sailings by 200 per cent and its trailer capacity by 300 per cent, to 12,000 twenty-foot equivalents, from 1973 to 1974.

The Russians also have on order some 16,000 containers from foreign manufacturers. In addition, the Soviets are building several modern large carriers in Polish and Finnish yards. These vessels are similar to our LASH and Seabee vessels, which are innovative, technological, transportation triumphs of the U.S. maritime industry.

It must also be remembered that the container revolution in ocean transportation was "invented" by the United States. The United States was preeminent in this field for approximately 10 years. Now, apparently, even this innovative technological ocean transportation advantage is slipping away to the Red bloc merchant fleets.

This is an alarming situation. It is especially disturbing to visit the great ports of Northern Europe and see the Soviet and Red Chinese merchant fleet hardware in solid evidence while the U.S. flag is not to be seen among the dozens of ships lined up along the teeming docks of these ports.

The U.S. maritime industry has been under considerable criticism and attack lately on a broad range of matters. Its critics continually harp about its being subsidized and deplore other preferential treatment received from the Federal Government.

Members of Congress have tried for three years to enact a modest cargo preference quota on petroleum products so that from 20 to 30 per cent would be carried in U.S.-flag bottoms. Despite continued efforts, supporters of such legislation have been blocked while the oil producing nations are rapidly building their own tanker fleets with the stated intention of carrying a large percentage of petroleum in their flag tankers.

Unless this nation soon wakes up, there will be no energy product carriage in U.S.-flag vessels and no U.S.-flag capacity. The United States will then be totally dependent on foreign sources for the carriage of our energy products.

Even in the Congress there seems to be a dangerous trend away from recognizing the importance of the U.S.-flag on the high seas. When the maritime authorization bill for fiscal year 1976 came to the House for a vote early this year, there were 59 votes in opposition — many, many more negative votes than have ever been recorded in past years.

U.S. carriers can not compete on the high seas with foreign-flag vessels which cost less to construct and less to operate because of the difference in

standards of living between our nation and other nations, without some subsidy aid and cargo perference. One can not see these new, modern Soviet and Chinese-flag merchant vessels lined up and fail to realize that they are there because of direct government support.

Indeed, these Red bloc fleets are government-owned and operated and are not subject to cost strictures and profit goals. These government-owned Communist fleets can and are being used as an instrument of government policy independently from the normal commercial considerations.

Critical newspaper editorials constantly refer to the powerful maritime industry and its huge profits. In fact, most U.S.-flag steamship companies are only realizing an annual profit margin of from 2 to 4 per cent. As for the U.S. shipyards, it is projected that for the next several years they will be fortunate if they realize an after tax net profit margin of 2 per cent. This is certainly not much profit. It is lower than most other U.S. industries. As to the maritime labor unions, who in the country would deny the U.S. employee his fair wage and present standard of living? Few, I venture to say.

In my opinion, we in the United States must wake up and decide that we do in fact want the U.S. flag to continue to fly over merchant vessels on the high seas of the world. We also had better be prepared to do whatever is necessary to insure the continued presence of U.S.-flag merchant vessels on the trade routes and in the major port areas of the world before they vanish altogether.

This is the U.S. maritime heritage and tradition and we will be making a disastrous and tragic blunder if we allow our position on the sea lanes and port areas of the world to be further weakened and eroded while the Red bloc naval and merchant fleets grow in numbers, might and pride. ⚓

Rep. Lenor K. Sullivan (D., Mo.) was first elected to Congress in 1952 and has served continuously on the House Committee on Merchant Marine and Fisheries since 1953. She was elected chairman in 1973. Mrs. Sullivan is the senior woman in the House in terms of service, the only woman to serve in Congress from Missouri and one of three women to serve as chairman of a standing house committee.

An environmentalist and consumer advocate long before those words came into popular usage, Mrs. Sullivan also has been a consistent advocate of a strong and effective merchant marine and inland waterway transportation system, safety at sea, better working conditions, and the preservation of natural resources and a healthy environment.

Captain Christman at helm of USNS Redstone.

Memories of a Salty Dog

By PH1 John Francavillo

In 1922 Roy Christman was shoveling coal aboard the four-stacker battleship USS Florida as a raw Navy recruit. This year, the one-time Pennsylvania farmboy retired from the sea as master of the U.S. Naval Ship Redstone—a $45 million marvel of space-age electronic technology.

The steel-grey haired Christman has pitched and rolled on more than 100 quarterdecks — 22 of them as skipper. He has sailed every ocean and has visited every continent.

In an age where traditional sex-roles are slowly disappearing, where women are piloting commercial and military aircraft and more men are doing the family laundry, Christman surfaces as a rare piece of memorabilia from a man's world gone by. He has been called a "man's man" and a "captain's captain" by friends and associates.

He wears a pirate-like gold earring which accents his weathered face. Together, Christman's colorful character and life experiences seem to be good material for a stirring sea movie. The difference is that Christman's life is real, not make-believe.

"During the North African invasion," recalled 70-year-old Christman, "I was transporting fuel from England to North Africa." While his vessel was in port, a German submarine torpedoed the adjacent ship. Christman's ship, the SS Edmond Randolph, was hit by hundreds of pieces of white-hot shrapnel. "We managed to pull away from the pier in time to extinguish the fire and save our ship." The other vessel was a total loss.

After World War II Christman looked elsewhere for adventure. In 1946 he left Inner Ocean Steam Ship Lines and joined the Army Transport Service. When the Defense Early Warning (DEW) Line was extended across Canada into Greenland as a deterrent against communist attack,

heavy equipment was needed in Greenland, and Christman skippered one of the first cargo ships into the unfamiliar waters.

"At that time there were no piers or anything for ships," he said. But, Christman safely anchored his ship and a pontoon bridge was built to move needed equipment from ship to shore.

Shortly afterward, he skippered the Military Transport General Hann which carried 1,700 Hungarian refugees into New York. He referred to that ocean crossing as "one of the worst." The Atlantic was witnessing a violent storm which forced the French liner Liberte to return home for repairs. Deep green water rushed over the bridge as his ship whipped back and forth with each wave. "Miraculously, we survived the journey." But, he added, "Most of the passengers and many of our seasoned crewmen were seasick."

Today, Christman and his wife Ann, who have been married 31 years, are surrounded by mementos gathered during half a century at sea. A favorite is a silver plate, presented to the captain 25 years ago by the Norwegian government for a daring at-sea rescue of a seaman.

Added to this is Ethiopia's "Medal of Honor" which was presented to Christman for outstanding service by Haile Selassie's son.

There are also many commendations. "For extraordinary care and concern for his passengers on a run from New York to Inchon, Korea," reads one Army department letter. A 1965 Coast Guard commendation thanked him "for providing medical assistance at sea to a crew member." He also has received numerous safety awards and is proud of the fact that he skippered the USNS Comet, the Military Sealift Command's first roll-on, roll-off ship.

Coming at the end of an active career, "retirement isn't going to mean flower clubs for Ann and me," he insisted. His 31 years as master of his vessels quickly surfaces when he declared, "I don't intend to do anything unless I really want to."

For the future the Christman's plan on more travel. I'm taking my wife on my trips this time," he said. The Bahamas will be their first stop, but this time they are flying. ⚓

Captain Roy Christman and his wife of 31 years, Ann, aboard USNS Redstone.

Greater automation means fewer jobs per ship and greater boredom, but releases men from some time consuming and routine duties.

Ho! HUM!

Life Gets Tedious On The Bounding Main

By Cindy Brodnax

Today's merchant mariner faces many perplexing situations that did not plague seafarers of old. Who can imagine John Paul Jones worrying about what to do with his free time? Or Captain Bligh concerned about developing good interpersonal relationships aboard the Bounty?

Yet these are two of the most important matters that concern civilian mariners today, according to a panel of human resource experts who studied aspects of the U.S. maritime industry.

The panel, formed by the Maritime Transportation Research Board of the National Academy of Sciences, studied effects of technological changes in the maritime industry on men who crew merchant ships. Their study was reported in a 1975 publication entitled "The Seagoing Workforce: Implications of Technological Change."

The report cited the decreased size of the U.S. merchant fleet and greater automation aboard merchant ships as major changes affecting merchant mariners. The most obvious impact has been a severe reduction in number of available jobs.

Since 1966, when the war in South Vietnam caused a sharp increase in the size of the active U.S. merchant fleet, that fleet has been steadily shrinking. In December 1966 there were nearly 1,100 active, ocean-going, civilian-manned ships in the U.S.-flag fleet. By April 1975 the total

had fallen to 543 — a decrease of more than 50 per cent. As a result, according to the report, there is a flux of seamen and scarcity of jobs. This industry-wide decline in jobs is a problem the panel calls a "macro" or all-encompassing problem.

"Micro" problems are those that affect individual seamen. One is increased automation in new ships. Automation brings benefits, but also has had an adverse impact.

Chief benefits, said the report, are elimination of dirty or oppressive jobs and simplification of work aboard ship.

However, automation will continue to change traditional shipboard roles, predicts the report. Even though automated equipment may release men from some unwelcome duties, this is a double-edged sword. Less time spent at hard or more complex work means more time spent on routine tasks and and greater boredom, the inevitable result of excessive leisure time.

Another source of human problems is the faster turnaround time of new ships, the report said. A seaman may have no break in ship routine unless he signs off his ship. Since work is already scarce, few seamen will be likely to leave their ships for fear of losing their jobs.

Routine work with fewer breaks will intensify already existing social problems aboard ship, according to the study. Describing life aboard ship as a 24-hour society, the study points out that all of a seaman's waking hours are spent with the same people, in the same environment. "You work together, eat together, see the same faces all the time," said one officer.

"You are like a machine that belongs to the ship," complained one merchant sailor. "You like the work, but it's work and nothing else. You can not get rid of it."

A seaman can become depressed by life in such a 24-hour society— "self-determination, autonomy, and freedom of action are sharply reduced," the study said. Confined living spaces, limited recreation and amusement facilities, lack of privacy

Routine work with fewer breaks will intensify social problems aboard ship.

and isolation from family and friends all contribute to depression. At the end of each work day, seamen are still confined within their work environment.

"The ship is a city, and its members the society," said three naval architects in a recent paper called "Shipboard Environmental Design, a New Science and Philosophy." Though Joseph Castle, Albert Saklem, and Daniel Weiler were referring to Navy ships, the comparison seems valid for merchant vessels as well. "For a city to satisfy its inhabitants and prosper, it must establish a well-ordered social structure and a livable environment. Men flee from environments which do not satisfy their needs," the architects said.

Men confined in such a limited environment are not all in the same boat, so to speak. A traditional gap exists between officers and crew aboard ships. Dr. Philip Herbst of the Work Research Institutes of Norway, quoted in the report, calls this shipboard hierarchy a "distance maintaining mechanism," and quotes several merchant officers on the subject.

"I can not say why, but it is better if the atmosphere helps men keep a little distance," said one officer. "It is a stress to be in such a small community. One has to defend one's private life," said another.

One approach to eliminating a rigid hierarchal structure and better using available talents is job interchangeability, or dual or multi-purpose crewing. "Most of the effort in combining shipboard jobs between different departments," reports the panel, has been done with unlicensed seamen. But automated devices for ship control, propulsion and navigation are blurring "the historical separation between licensed deck and engine officers." The study suggests this could lead to dual-purpose, professional crews.

Based on his observations and interviews on Norwegian experimental ships, Dr. Herbst suggests a single class crew with a wide range of ex-

"You like the work, but it's work and nothing else. You can not get rid of it."

When all is said and done, too little is known about U.S. Merchant Marine manpower.

pertise. Seamen will, in effect, supervise themselves and will be trained to perform functions outside those traditionally assigned various ratings.

Suggestions for changing the seagoing work force must be based on understanding the people involved. That means collecting a lot of data, and many studies have been made or are under way to collect such information.

The Maritime Administration has considerable information on ages, length of service, job opportunities, and union affiliations of the entire seagoing work force for the years 1965 through 1973. Members of the International Order of Masters, Mates and Pilots were interviewed in 1964 by the Maritime Transportation Research Board, and demographic data collected. The National Maritime Research Center is surveying licensed seamen to collect biographical information and to identify typical seamen attitudes and their motivations for going to sea. Seafarers' International Union also has sponsored several studies, using psychological research techniques to gather information on the life styles and attitudes of merchant seamen.

Maritime Administration's data on age of working mariners show that median ages have increased in all categories since 1962. The median age of licensed deck officers in 1972 was 47, cooks and stewards 49. Radio officers averaged 50 years old. Among seven categories of licensed and unlicensed seamen, the national average increase between 1962 and 1972 median ages was nearly three years.

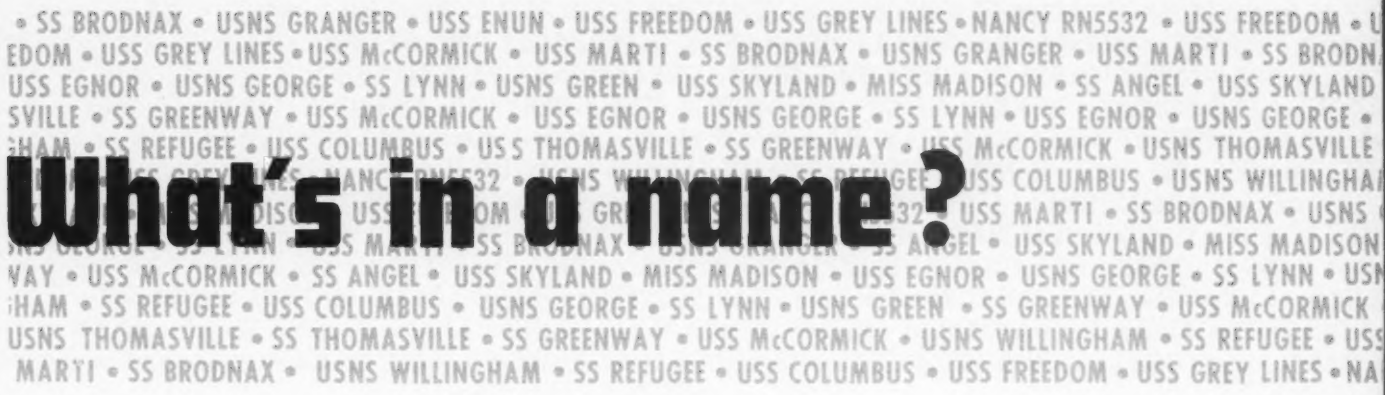
The panel's report focused attention on "an increasingly aging work force, with a potential for block retirement." In addition, the study noted, "young men become discouraged and eventually drift out of the work force." If this trend continues, the panel concluded, there will eventually be a generation gap in the seagoing work force with large clusters of mariners at each end of the age scale.

Despite the quantity of information gathered by the panel, its members concluded, "When all is said and done, it is apparent that too little is known about U.S. Merchant Marine manpower." The panel would like to develop a more detailed analysis of the composition of the seagoing work force. Needed are additional data about family life patterns, job turnover, rates, racial distribution by skills (licensed and unlicensed) and health and accident information.

The more that is learned about the needs of seamen, the more effective new ships can be. "Only in recent years . . . have we become more conscious of the correlation between habitability conditions and their effects on the morale and performance of shipboard personnel," said Rear Adm. Frank C. Jones, addressing the International Shipboard Environmental Design Conference at the University of Maryland on April 22, 1974. Admiral Jones was then deputy chief of Naval Material (Development) and commander of the Naval Ship Engineering Center.

"A ship may . . . be one of the most advanced for maritime use but, as we know, if the physical, psychological and sociological needs of its personnel are grossly unsatisfied," said Admiral Jones, "the vessel will not long be a wholly integrated force."

As in all societies, the more that is known about the needs of seamen, the more attractive and fulfilling their jobs can be made. "Improving the working life of the seagoing work force, aside from the social and economic benefits that accrue from humanizing work," reported the panel on human resources, "will lead to better morale, more dedicated people, and consequently to a more efficient and effective U.S. Merchant Marine." ⚓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What's in a name?

By Linda McDaniel

"I remember her well," a merchant mariner remarked to a friend. "Dependable and graceful, she let me sleep comfortably many a night. She might not have been beautiful, but ever since I got to know her, she's been real special to me."

The speaker was not recalling fond memories of a feminine companion, but rather a well-stacked ship he once sailed on.

A sailor often develops a sense of closeness to a certain ship and feels his ship has a personality all its own. Ship owners also may become particularly fond of a ship, especially when it is a money maker.

Partly because both owners and merchant mariners tend to attribute human characteristics to their ships, a lot of thought goes into choosing names for them.

The practice of naming ships goes back to at least 2615 B.C. Although the earliest vessels usually were given names of gods, communities, rulers or individuals to help identify their owner, ship names also serve religious, sentimental, political, economic and psychological purposes, as well as the most obvious one—identification.

A desire to win the favors of supernatural beings traditionally motivated assignment of religious names to ships. Just as ancient civilizations named ships in honor of their gods, Christians have dedicated innumerable ships to God, the Virgin Mary, angels and saints.

Today, religious names are most widely used on Portuguese, Spanish, Italian, Greek, Yugoslavian and Latin American vessels. One such ship, SS Santa Claus, owned by Elpis Shipping Co. of Greece, is named for the patron saint of Greek sailors, St. Nicholas.

The popularity of names chosen for sentimental reasons is noted in a book compiled by Don H. Kennedy, *Ship Names*. More U.S. flag ships carried feminine first names than any other category between 1789 and 1968. The most frequently used feminine name was Mary. Elizabeth was second.

Many names, however, are associated with an experience or image, and may not be readily understood. Butterfly, a name given to many ships throughout the years, obviously conjures up an image of freedom, a state not generally enjoyed by those confined aboard ships for long voyages. Sea Flower, a common 19th century name, was an attempt to picture a ship's white sails blossoming on a blue field with words intended to stimulate the imagination.

Ships also are named for political reasons. The first known ship name, Praise of the Lands, referred to upper and lower Egypt, according to Kennedy. Built in 2680 B.C., the Egyptian vessel was given a name which personified the desire for unity between the two parts of the country.

Pre-American Revolution ships also carried names which reflected political attitudes. Defiance, a Massachusetts sloop built in 1765, was launched the same year that the Stamp Act was defied. Repeal, a Philadelphia brig built in 1766, advertised the colonists' plea for repealment of the act.

Ships names sometimes honor ethnic groups—for both economic and political reasons. During the American Civil War, authorities in the North wooed the Irish who constituted about 40 per cent of the foreign-born population. In one instance a ship was christened Shamrock, with the aid of a bottle of Irish whiskey on St. Patrick's Day, 1863. Not to be outdone, the Confederates courted the Irish with Saint Patrick, a submersible torpedo boat built in 1864 at Mobile, Ala.

During World War II, when Latin American solidarity was important, the United States named 12 Victory ships for such countries, and 20 Liberty ships carried the names of Simon Bolivar, Bernardo O'Higgins and other patriots into world ports.

A ship name that is accepted, even welcomed by a warship crew, is psychologically important. That's one

reason why American combatant ships usually have been named after states, cities and prominent people.

One, the frigate Constellation, which many consider to be the United States' first warship, was named after the national flag. George Washington chose the name in 1798 to describe the flag's blue field and stars.

In retrospect authorities may have missed the significance of a name when a U.S. minesweeper named Adopt was loaned to the Russians during World War II. The ship has never been returned.

Whatever the significance of a ship's name, whether whimsical or chosen for a purpose, names do illustrate the scope of human imagination.

Names given MSC's government-owned and chartered ships reveal that these ships sail under a variety of identities. People, events, places, terrestial bodies, bodies of water and plants, all have inspired vessel names.

A number of former and existing MSC ships carry the names of servicemen honored for heroism. One is USNS Simon B. Buckner. Army Lt. Gen. Simon B. Buckner lost his life while directing the attack on Okinawa June 18, 1945. Acquired from the Army Transport Service in March 1950, the ship was placed in the James River National Defense Reserve Fleet March 24, 1973.

Former USNS Francis X. McGraw honored an Army private posthumously awarded the Medal of Honor for bravery in action in Germany during World War II. A member of the MSC nucleus fleet for 24 years, McGraw was scrapped by the Maritime Administration in 1973.

Active nucleus fleet ships which honor Medal of Honor holders are USNS Pvt. Leonard C. Brostrom, Sgt. Truman Kimbro, Sgt. Andrew Miller, Lt. James E. Robinson and Pvt. John R. Towle.

Several MSC ships carry names of individuals who have made important contributions to the maritime industry or in hydrographic and oceanographic research.

USNS Silas Bent carries the name of a pioneer in hydrographic research as did the former USNS Sands.

USNS Sands was actually named for a father and son team. Rear Adm. Benjamin Franklin Sands (1811-1883) invented a deep sea sounding apparatus and other hydrographic devices. His son, Rear Adm. James Hoban Sands (1845-1911) served in the hydrographic office from 1873 to 1874. The ship, which had been operated by the command since 1965, was transferred to the Brazilian Navy in June 1974.

USNS Silas Bent was named in honor of a distinguished American naval officer who also was a pioneer in oceanographic work. Lieutenant Bent (1820-1887) served under Cmdr. Matthew Perry on expeditions to Japan.

In charge of hydrographic surveying on these expeditions, his most significant achievement was delineation and description of the Kuro Siwo or Black Tide, the great northward-flowing stream of the Pacific Ocean. Still active, Bent was built in 1964 by the American Ship Building Co. of Lorain, Ohio.

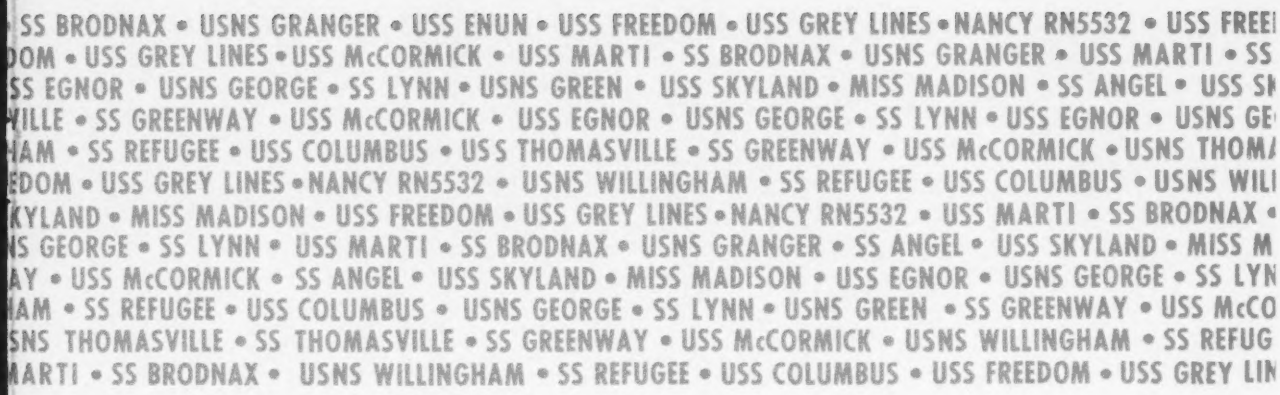
In 1971, an oceanographic research ship, USNS Chauvenet, was named in honor of a noted astronomer and mathematician. Professor William Chauvenet entered Yale University at age 16 and graduated with honors in mathematics and classics in 1840.

Following distinguished teaching and administrative careers, he headed the Naval Asylum in Philadelphia, Pa., forerunner of the U.S. Naval Academy. He was president of the American Assn. for the Advancement of Science when he died in St. Paul, Minnesota, Dec. 13, 1870.

USNS Schuyler Otis Bland, however, was named for the late Democratic congressman from Virginia. A former chairman of the House Merchant Marine and Fisheries Committee, he drafted the Merchant Marine Act of 1936.

Rivers have been the source of names for many MSC nucleus fleet and chartered ships. Included are USNS Tallulah, named for a river in Georgia, and USNS Maumee, which bears the same name as the river that starts in Indiana and flows through Ohio to Lake Erie.

Former MSC ships whose names spring from rivers were USNS Chattachoochee, named for a river forming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a border between Georgia and Alabama, and USNS Chepachet, a tanker that got its name from a river in Rhode Island. Both Chattachoochee, an ice-strengthened cargo ship built in 1957, and the 26-year-old Chepachet, were retired to the National Defense Reserve Fleet in 1972.

Other operating and former MSC ships were named for heavenly bodies, plants and clipper ships. The special project ship USNS Mizar is named for the middle star in the handle of the Great Dipper. Former USNS Redbud and her sister ships of the Cactus class drew their names from trees, plants and shrubs. A famous clipper ship inspired the name for the ex USNS Blue Jacket. Redbud was transferred to the Coast Guard in 1970 and Blue Jacket was sold for scrap in 1973.

Most commercial ship owners follow established policies in naming their vessels. Probably the most important reason is to associate the ship with its owner.

SS Fort Fetterman, a Keystone Shipping Co. tanker under charter to MSC, is named for an Indian battle which took place in the 1870s. Reportedly, only one soldier survived the battle at Fort Fetterman, Neb.

Like other ship owners, Keystone sometimes passes on names of successful ships to their replacements. Such was the case of the recently constructed SS Cherry Valley.

All United States Lines ship names are preceded by the words American or Pioneer. C-1 vessels built in 1946 were named for occupations.

Some of these U.S. Lines ships were SS American Farmer, Builder, Attorney, Miller and Manufacturer. U.S. Lines ships built in series carry names which start with the same first letter. Among the Challenger II class ships now under charter to MSC are American Racer, Ranger and Reliance, all dry cargo ships. Others are the American Challenger, Champion, Charger, Chieftain, Corsair and Courier.

Names of all five ships owned by American Trading and Transportation Co. are followed by the word Trader. Two, American Trader and Texas Trader, are under charter to MSC. The present American Trader inherited its name from the first ship the company owned.

The second ship now operating for MSC was named Texas Trader because the parent organization of American Trading and Transportation Co. has large oil interests in that state. Three other ships in the company's fleet, Baltimore Trader, Maryland Trader and Virginia Trader, were named to reflect the site of the company's headquarters, the state in which the company is registered, and a neighboring state.

Some companies adhere to a single theme in naming their ships as well as repeating the first word of the name. Central Gulf Lines Green Forest, Green Lake, Green Port, Green Springs and Green Wave reflect this pattern. This practice developed after the company's first ship was given Tulane University's nickname, Green Wave. The sons of the company's founder attended that university. The pattern has been continued through the years, with the three newest Central Gulf Lines LASH vessels being called Green Valley, Green Harbor and Green Island.

A similar pattern was followed in the naming of MSC's nine bareboat-chartered Sealift class tankers. All carry names of the world's seas—and illustrate the worldwide mission of the command.

For many mariners, the ships they serve in are indeed beloved companions. Just as you can take a boy out of the country, but can't take the country out of the boy, you can separate a sailor and his ship—but he won't forget her. ⚓

With the traditional pen exchange, MSC Commander Rear Adm. Sam H. Moore (left) and Capt. Frank T. Scavo, international president of Masters, Mates and Pilots union, sign a contract affecting all masters and deck officers of MSC missile supply ships. The contract was effective September 19.

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